New York's Example of a Species of Entertainment Common Fifteen Years Ago Singers Who Are Not Heard and Men and Women Who Do Not Listen,

You never have to marry the girl. ough maybe she'll set your brain in a whirl.

You don't have to marry the girl. The song is all as bad as this chorus, It is bad in thome and metre and reprehensible in sentiment. But if isn't old unless its teaching nakes it so. Even its teaching seems novel in view of the undeniably belated surroundings in wifich it is delivered. The audience belongs plainly to the present. The women show it more han the men, who are chiefly representatives of a neutral vulgarity that does not visibly change with time short of a century. The perto-comic bleating, the song with the feelest effort at spirit, manifests the perpetual immutability of her type and might have done the same thing ten years ago, while the women sitting in front or her indisputably fix the time as mid August To 1806, everything about the place suggests a erled ten or fifteen years further back. The frascoes on the walls, from their faded and dusty colors, might have come down from the Renaissance, if there were painters in those days capable of anything so bad. The basement is mouldy with odors that time as well as situaon must have played their part in creating. All the material elements of the place, from its dingy canvas proscenium to its wabbling beer lables, cry out that it belongs to an age as distant as the early eighties. But there is an influence even stronger to set the unfamiliar visitor to wondering if he really could have stepped ack a decade or more in passing through the hallway along the bar into the concert room.



SOME OF THE REGULARS. This is the atmosphere of the place, compla cent, tolerant, and inefficacious in its transparent attempt at deception. The same old want and fewer would dare to drink; the same old indifference to the efforts of the women on the stage who sing with a perfect appreciation of the small part they play in the enjoyment that any of the spectators may find in the evening's entertainment; the men, critical, but not too exacting in their observation of the women seated about them, provokingly slow in resolution and often disappointingly determined not to be pleased; the women, alone at the tables. gazing at the stage with an affected interest which, in view of the rules of the place, fears to fix itself too pointedly in the direction to which it is most intensely drawn; the luckler ones, already provided with companionship, and drinking with an air of reckless gayety and compraderic that is too obviously assumed; all these elements of the old-time concort hall survive in the one example of that institution which flourishes to-day in comparative obscurity. This survival is hidden away in the cellar of a gloomy building devoted in its more pretentious parts to the meetings of Anarchists and strikers, occasional balls of benevolent societies, and the rehearsals of travelling theatrical companies, who, just at this time of the year, utilize all the up-stairs space. The concert hall is a low room back of the bar, possibly fifty feet square. The stage, which is on the floor level, stands at one end of it with no curtain to ring down the law on the proprietor of the establishment. The women who sing enter from the back through a door in the canvas that is hung with chenille curtains evidently selected on account of the air of elegance which they are thought to contribute to the scene.

The room is not large. Space must be conciled if the artistic effect is invalided. which, in view of the rules of the place, fears to are thought to contribute to the scene.

The room is not large. Space must be economized if the artistic effect is impaired; so the spectators at the front row of tables sit so hear to the artists that they might easily reach out and touch them if they wanted to. This arrangement has also the result of reliaving the strain on the balladists' top notes. There is no great space to be filled; but at the same time the top notes need all the act the same time the top notes need all the act.



AT CLOSE QUARTERS.

enter the room, sit about a table for only a few minutes, and lies retire, the mes writagering or giggling together, the women serenely confident and bowing to their acquaintances in a satisfied manner. Not always do these parties leave together. Sometime the women go alone, and then some experience overtakes the couples who enter together. The woman may leave the place attogether or join a friend in another part of the rooms, far from the man, who brought her there. The place is not without the regular make attendants—dark eved, small, addicted to pink shirts and pointed shoes, friendly and familiar with the women, who seem glad to chat with them when there is no other man to talk to ordrink beer with. Maybe these men will not pay for the beer that is drunk—indeed, there is very little chance that they will—but they are a relief from the eternal waiting. The women who come there seem to be attracted from tery different grades. Heavy, fat, hooknowed women, with sailor hats whose brimshave already begun to sag lamentably, sit next to women amartly dressed, with big nate decorated with bird of paradise feathers and drawn down over their eyes after the prevailing mode. There with bird of paradise feathers and drawn down over their eyes after the prevailing mode. There are hoarse voices with the trail of the Yiddish dialect lingering in them, and others racy with the tone and idiom of the born New Yorker. The men offer no such contrasts except in the case of one element among them. They are swarthy, black haired Cubans in Panama hats and clothes that are curious combinations of their native condition and tasts with the fashion that is newest on the Bowery. They come in parties, smoking cigarattes and taking in a tongue which, strange as it is, no longer excites the wit of the other frequenters of the establishment. The Cuban patronage has grown, and the proprietor looks after it.

TROUBLES OF RICYCLISTS.

A New Form of Disaster that Came to d Wheelman Who Was Willing to Oblige. Truty bicyclists have their troubles, and there seems to be no limit to them. It takes a little fortitude to start in to learn to ride. The falls and bruises may be endured bravely if one is prepared for them. It requires a little more nerve to withstand the shock of knocking a pedestrian down or being knocked down by another wheelman. One can never know the joy of having a stone or a tree or a sidewalk or even an entire building move from its base and attack a person, simply because he looks at it steadily, until one learns to ride a wheel. Wheelmen soon become philosophers. They not only ex-pect trouble all the time, but they are never surprised at its form. The stronger they are grounded in this philosophy the better riders

One of the Coney Island regulars who has passed through about all the bicycle fils that flesh is heir to, or can acquire, was sunning himself at the rest at the end of the Coney Island pathway the other day and rejoicing that in the perfection of the art of riding he had at last found contentment. He had not had even a puncture for three months. He had not run into a man or a wagon for six months. No coal cart or ice wagon had crossed his path for many weeks at the risk of taking his life. He had passed beyond the stage of serious bleycle troubles. As he sat on the bench allowing his sense of contentment to take shape in the smoke of a cigar awheelman approached and said:

"Pardon me, sir, but you look as if you were going to sit here twenty or thirty minutes." The contented man said he was and the other

"Would you mind keeping an eye on my wheel while I rup down to the beach for a quarter of an hour? If you should decide to go be-

ter of an hour? If you should decide to go before I come back, I don't suppose any one would run away with it."

The contented man wave the other a polite nod and went on smoking and enjoying the satisfaction of having reached that stage in wheeling where troubles are insignificant. In fifteen minutes a man approached and nodded pleasantly as he began to remove the wheel that had been piaced in his care. To his dismay the contented man found that he could not remember what the man who had asked him to care for the wheel looked like. He was sure that the man who had held of the wheel was not the man who had piaced it in his keeping, so he said:

"That is the wrong wheel you've got there."

"Oh, no. I think not," was the response.

"Well, that wheel was left in my care by a man a few minutes ago, and, although I am not responsible for it, I take a fellow wheelman's interest in seeing that he gets it back."

"Why, I am the man that left it with you," said the contented man haughtily.

"I tell you I did leave it with you," responded

the contented man haughtily.
"I tell you I did leave it with you," responded

"I tell you I did leave it with you," responded the stranger.
"You may have seen the other man leave it with me," was the insinuating reply.
"Do you mean to say that I would steal, sir?" "I don't know you and I don't know what you would do. I don't mean to let you take that wheel"

wheel,"
"It's mine."
"It isn't."
"It is."

Finally the policeman restored order.
"How do you know this man doesn't own the wheel?" he asked the once contented man.
"Because he isn't the man who told me to care for it." "Because he isn't the mile who to care for it."

"Why ain't I?" came a voice.
"Shut up." said the cop.
"What did the man look like who left it with you?" asked the cop.
Then the contented man began to faiter. He remembered that he had scarcely looked at the

Then the contented man began to falter. He remembered that he had scarcely looked at the remembered that he had scarcely looked at the stranger's face.

"What did he look like?" roared the policeman. "Come. now. why can't you speak up?" Ine crowd began to snicker, and the contented man got more confused.

"I's no use," he finally cried. "I can't remember exactly what he looked like. I know he wore a brown jersey and had the forepiece of his cap turned toward the back of his head."

"Now, that just shows what a fool a man can make of himself," came a rejoinder from the stranger who wanted the wheel.

"I'm no fool," said the contented man. "I'm trying to save a wheel for its rightful owner."

"I'm the fool," said the stranger. "I remember that this gentleman did not. look at me closely when I left the wheel. What he says about my dress is true. I had my coat in a bundle held behind my back when I left the wheel with him, and I turned my cap around to shield my eyes on the heach and put on this coat to keep from catching coid. Now to prove that it is my wheel I can give you the number and tell you where you can find it."

Then the stranger proved that it was his wheel, and the contented man cried:

"Or newsen a sage, man, why couldn't you have given that number in the first place?"

When will the troubles of a bicyclist cease?"

"She since nice, don't she," one of the women search this feat. "She cannot very common after this feat. "She cannot very common and the little fame that might have considered the survey of the street through the chemical curtains, and the little fame that might have conserved the survey of the street through the chemical curtains, and the little fame that might have conserved the survey of the street through the through the chemical curtains, and the little fame that might have conserved the survey of the street through the chemical curtains, and the little fame that might have been cannot continue the common and may be a ready of the survey of th

INFORMATION FOR GECLISTS.

e Best Reutes to Pollow in Soing to Various Places-Tips for Travellers,

Saratoga, N. Y. New York, Aug. 26. Saratoga. N. V.

NEW YORK, AUG. 26.

Follow the route to Albany published in The Sun on Aug. 1. Leave Albany by way of Breadway and ride direct to West Troy; take the left fork at Fourth avenue to Ninth street and turn right to the towpath; turn left to Karney's Lock and cross canni; on the other side of the canal cross one bridge only, and untitute via gravel turnpike and side path to Cohoes; follow horse car tracks to where they turn up Mohawk atreet, and follow right fork to Saratoga street, and then direct over Mohawk River bridge; from this point ride through North side street, following the arrect car tracks to lift bridge and direct to Waterford; turn left at Third street and ride to Mechanic villie; take the middle road to Dunning etreet and direct past cross to Saratoga.

To the Edward of the Bun-Sir; Will you please

To the Editor of the Bun-Sir: Will you please publish in your columns the best bicycle routs from New York city to the Delaware Water Gap 1. I desire to ride the winde distance, except through Neware, New York, Aug. 25.

Lawrence Barrock. and of the river all of the way is every much better to the state the theory of the state of the way is every much better to the state the state the rease of the state to the state the state the rease of the state to the state the state the rease of the state of the state of

Niw York, Aug. 26.

Ride from East New York avenue to Liberty avenue; turn to the right at Liberty avenue and go direct to Rockaway road; from Rockaway road ride to Jamaica; from this boint ride to Hollis and then to Floral Park; go direct from here to Alberston, Roslyn, and Glen Head; from Glen Head go to Glen Cove and direct to Locust Valley.

To the Epiron of The Sun-Sir: Will you kindly in an early issue of your paper publish the best route to Port Jefferson, Long Island (starting from city line, Browlym), condition of roads, and di-lance. New York, Aug. 26. Harry Newton. New York, Aug. 26.
Follow the route from East New York to Locust Valley via Floral Park, published in THE SUN on Aug. 28. From Floral Park ride to Minsola, and then to Westbury; from Westbury go to Hickaville and turn left to Syosset: bury go to Hicksville and turn left to Syosset: turn right from this point to Cold Spring and continue on to Huntington and Northport Junction; from here ride mast Kings Park to Smithtown; from Smithtown turn left to St. James and Stony Brook; from this point ride to Setauket and thence direct to Port Jefferson. The roads up to Cold Spring are excellent, but for the latter part of the journey they are sandy and poor. The distance is about forty-eight miles.

To the Entrop of The Sun-Sir: Will you kindly publish the most direct and thest road to bouth Erremont, Mass. to New York (it), including in the rouse the following three places desired to Midt Fishkii village, Garmei, and Lake Manopac, N.Y.

"It isn't."
"And so they went at it until a straggle began and blows were struck. A crowd gathered quickly, and each man accused the other of beling a thief. Finally a policeman dashed up. Each man tried to tell him the whole story before the other got a word out. Each assured him that he was a respectable man. Each hold the policeman where he lived and what his husiness was, and furthermore declared that the directory would back his statement. Each assured him here to Picasant Valley and follow the oid turnlike to Poughkeepsie; from Foughkeepsie; from Vappinger's Fairs: from Vappinger's Fairs: from Vappinger's Fairs: from Vappinger's Fairs fr From Egremont ride past the fork to the

To the Entrop of The Squastr: Zindly publish the most direct route to Sand's Point L. L. condition of roads, and distance. A. W. C. New York, Aug. 46.

Naw Yons, Aug. 26.
Take the ferry at East Ninety-ninth street to College Point: ride to Flushing, and then vin Broadway to Bayside: take the Flushing and North Hempstead turapike through Bayside, Douglaston, Little Neck, and Great Neck to Mannassett: from here continue on to Flower Hill. Port Washington, and past Baker's Point to Sand's Point. The ruads are in fair condition. The distance is about fourteen miles.

To raz Editor of The Sun-Sir, Flease give a route to Mouroe, N. Y.

New York, Aug. 27.

Follow the route to Tarrytown published it.
The Sun on Aug. 27. From Tarrytown turn left to the ferry and cross the river to Neach ride out Main street to the Nyack turnpike and direct to Clarksville and Nannet; from Nanuet turn to the right at the first bridge, and then turn to the left at the next corner, to Spring Valley, Muney, Talmans, and on to Suffern; continue down grade via Hamano and Stoatsburg to Southfield; ride through the Ramapo Valley to Greenwood and Tarnor's and direct to Monroe.

THE PARTY NAMED IN COLUMN TWO IS NOT THE PARTY NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED To sum Spiron or The Sun-Ser, Zindin publish soute from Poughkeepsie to Pine Finite, N. Y. and condition of reads.

Leave Poughkeepsto via South street and Salt Point road diract to Salt Point: turn right from Leave Pougakeepsio via mouth acrest and Sait Point road direct to Sait Foint; torn right from Sait Point road direct to Sait Foint; torn left direct to ride about one mile; then turn left direct to Hibernia; about a haif mile out turn right to Siamfordville and direct to Sangall; take the left fork to McIntyre, and from the right fork, crossing under the railroad to Stissing, and direct to Pine Plains. The roads are fairly good.

To the Sorting of Tan Sim-Sie. These site a rout of South Norwalls from this places also one to Ne Bunavelsh. F. and mileage. Hotseshace, H. T., Aug. 20.

Hernawick, N. 7. and mileage.

Haczenacz, N. 7. Aug 20

Rido from Hackensack to Total Lee; cross the formy to New York, and follow muto published in Tisk Sim on Aug. 7 to South Norwalk. Ride from Hackensack to Rogota; then to Passaic, Nutley Helleville, and into Newark; from Newark ride to Elizabeth, then through Rahway and Matuchen to New Brunswick.

To san Entron of The Sun-Sir: Kindly publish the route from New York to Atlantic City via New Brunswice.

New York, Aug. 27.

Take the train to Broad street, Newark; ride the Frelinghuysen avenue to Elizabeth; go from Elizabeth to Rahway, and through Metuchen to New Brunswick; from this place ride across to Matawan, and then through Metuchen to New Brunswick; from this place ride across to Matawan, and then through Keyport to Red Bank and Fairhaven; take the Rumson pike to Sea Bright, and continue through Monmouth Beach, Long Branch, and Elberon to Asbury Park. A route from this point to Atlantic City was published in The Sun-Sir; Kindly outbiled.

To the Euron of The Sun-Sir: Kindly publish the best route from either Albany of Hudson to East port. Me. Townst. Newself. Aug. 24.

port. Me.
Nawais: Aug. 84.

Leave Albany and ride to Troy then through Eagle Bridge, Arilington, Ludiow, and Hartford follow the fiver road to White River Junction; continue on to defferson Meadows, and then over the White Mountains to Shearburn, N. H.; from this point ride to Gilead, through West fethel to Beinet bits field. New Sharon, Nonedgwock taman, Pittsfi-id, Detroit, Newport, Etna, farmel, Hermon Centre, Bangor, East Eddington, Gilton, Amberet, Auro a, Beddington, Howley's Lumber Camp, Wesley, Cooper, South Charlotte, West Pembroke to Pembroke and then through to Eastport. The reads are fair, excupting through the Connecticut Valley, Some big bills and long mountains will be encountered, but the scenery throughout the tour is very fine. It will take between thirteen and fifteen days to make the trip, by ridding on an average of forty to fifty miles a day. It is well to arrange your mileage to reach Hawley's Lumber Camp prepared to spead the incit, as there is no other shelter within twenty-five miles.

To the Fortos of Tag Sce-Sie: Kindly furnish me

To THE EDFOR OF THE SCS. Ser. Kindly furnish me with the road from New York city to Wedeville Urrough Pair-road. New York city to Wedeville Cross-ton, Hancock, Burtington, Gweso, and Cameron Mills.

Princetta, Aug. 21.

Cross the forces. PRESERT, Aug. 21.

Cross the ferry to Fort Lee, then ride through
Leonia and Maywood to Paterson; from here go
to West Paterson, and through Little Fails,
Mountain View, Fumpton, Butler, Newfound-

land, Milton, Rockaway, Dover, Berkshire, Hardrown, Weedport, Sparia, Branchville, Diugmans; cross the ferry at this noint and ride on to Milford on the river road, then direct to Port Jervis; leave Port Jervis and ride to Mongaup, through Barryville, Beaver Brook, Swamp Mills, and Narrowsburgh to Cochecton; then to Hankins and direct to Long Eddy; from this point ride to Lordville, and then to Hancock; from here ride to Apex, Sherruck, East Mason-ville, and East Sidney; continue on to Mapic Grove, and turn left to Morris; from Morris ride to New Lilison, West Buriusston, and Burlington; from Burlington; fettace route to Morris; from Morris follow Rutternut Greek to Gilbertsville, and then to Latham's Corners; from his point ride to Summit are direct to Brisben; from Brisben ride to Grovne and Chenango Forks; from here so to Castle Creek and East Maine; continue on to Union Centre, Gaskill's Corners, and Owero; from Owego ride to North Earton, Chemung Centre, and Elmira; from his point ride to Corning and York, and thence to Caneron Mills; from this place ride to Hampshire, and then to Greenwood; then ride to Weilsville.

To the Forces of The San-Sir. For riders going

Hampshire, and then to Greenwood; then ride to Weisville.

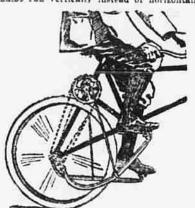
To the Porten or The Sun-Sir. For riders going from Fartford to Springfield I think that the west and the first will be seen to be seen to

A NOTELTY IN BICTCLES. Advantages Claimed for the Invention of

A peculiar feature in a bicycle invented in Providence is in the pedal movement. Although

it suggests somewhat the star wheel used before the safety was perfected, the principle is radi-cally different, as there is no "star" spring and the side levers, through which power is trans mitted to the driving sprocket, are without a fixed fulcrum. As described by the Providence Journal, the

frame is of the giraffe type, the wheels and handle-bars are standard, but there are four sprocket wheels and two chains, and the chains run vertically instead of horizontally,



two of the sprocket wheels being located directly under the saidle, one on each side of the frame, and thus both chains are out of the way of the mud thrown by the wheels. The rear wheel is driven by the right-hand chain. There are cranks at the ends of both axies. The cranks on the top axie are two inches long, and the leverage obtained makes their length equivalent to four inches. The length of the lower cranks is three inches, which is equal to seven inches, by reason of the leverage of the pedal isvers, which are conjected with the four tranks by roas. This is a gain of half an inch over the cranks used on other wheels, and the eighth of the stroke is reduced from thirteen to twelve luches.

Tho lever sprocket on the left is on the crank shaft and is independent of the wheel. The upper left-hand sprocket has the same number of teeth, and the chain delivers the power to the larger of the right-hand sprockets, which transmits it to the right-hand sprocket on the wheel. The four cranks teng set on quarters, it is

transmits it to the right-hand sprocket on the wheel.

The four cranks being set on quarters, it is represented that there can be no dead centres, the result being a steady pull on the driving chain. At all times the cranks are three inches off centres, and the uniform delivery of power to the driving wheel is said to make the machine ton more easily than a lighter one of standard make. The wheel illustrated weights twonty-six bounds, and the inventor considers twonty-six bounds, and the inventor considers it a better hill climber than any other, notwithstanding its greater weight and increased number of bearings, all of which are fitted with balls and adjustable caps and cones.

PLANS OF ATHLETIC SCHOOLBOYS. They Retarn from Vacation Prepared for

a Vigorone Football Campaign. The young athletes connected with the various schools that are members of the New York and Long Island interscholastic athletic associations are making preparations to come pack to the city, and in a week or so the large private chools up town and their rivais across the big bridge will be alive with youths and youngsters anxious to attain proficiency in the fall pastime of football. Almost all the private schools and cademies in this vicinity are devoted to field and athletic sports, and it can be safely said that no sport causes more excitement and genuine onthusiasm among the youngsters than that played on the gridiron.

Great progress has been made by the prepara-tory schools in and about New York city in the science of the game. Every school of any size

tory schools in and about New York city in the science of the game. Every school of any size or prominence has been represented on the gridino by a team, and in every game played the spectators have been treated to an exhibition of football playing far above the average for such teams. Goals from the field have been the rule rather than the exception, and wonderful development has been shown in team play and interference.

The schoolboys have shown great interest in the game, and the manner in which the raptains of some of the teams have carried them to actory in contests would put to binsh many of the great college stars. In England the school games quite frequently attract thirty or forty thousand people, and the general public in this country, if acquainted with the true merit of the article of football but the by school teams, would bestow a more liberal paironage. From fifteen to twenty thousand people are annually drawn together to winness the great match between Rugby and Eton schools in England, and the spectators are always sure of witnessing a glorious contest.

An opportunity will be afforded to patrons of the sport in New York the year to witness a game of just as much importance. An agreement has been made is sween the two representative schools of the New York and Leng Island interscholastic learnes, therkoley and Mt. Paul, to play an annual Hanksgiving Day game for the next three years. The game this year will be played at Herkeley Oval.

The coming season promises to be a busy one, and there will be better schools in the poundains and at the seasons, and are in the best bossible condition for the season's work in the Secondition and on the field. As is the custom with the college at the two and are in the best bossible condition for the season's work in the sensitions and at the seasons and are in the best bossible condition for the season's work in the sensitions and at the season of the boy have had the advances of tile buy have had the advances of college concless at the various summer ceours

ORLAHOMA AS IT IS.

The Territory and Its Chief City Manners Morals, and Politics Described as Bad. OKLAHOMA, Aug. 25. - Much has been said and written concerning Oklahoma Territory. Much that is unwritten respecting the country needs to be written. A land with a heterogeneous oppulation, salubrious elimate, and productive oil has been termed by its inhabitants the "Land of the Fair God." However over-enthu-slastic this claim may sound, it must be judged by those who have seen the country from all its viewpoints, studied its resources, and weathered its climate. It is safe to assume, however, that the word variety best describes this territorial situation. You may look at the subject from any conceivable point, with the possible exception of rain, which all agree is not quite various enough, and that variety will impress you.

I am speaking of the cities and the people more particularly. Although I have seen the Territory as a whole, including all its important cities. I will confine myself to this city of Oklahoma, which is styled the "Queen City of the Southwest." Perhaps there is not a State or Territory in the Union where the cities are so unique in their population as those of Oklahoma. Those of us who have lived in the reserved and conserved Fast and also to the 'wild and woolly West," have come upon something novel here. They have electric lights unless a storm or

threatened storm comes, and the electricity is turned off; but there is not a modern street in the Territory. The streets are to the "manner and a certain soil called "gumbo" affords the pedestrian such exercise that he has neither patience nor use for a gymnasium. In this Queen City of the Southwest, with a population about 8,000, there are sewers in two or three short streets; in the main, the refuse of the city is localized. There are wood-covered culverts made in deep depressions, which not only serve to carry off the volume of water, but also as places of refuge in case of cyclones. Men, women, and children, of all ages and colors, may be found under those crossings during such sieges of celestial terrors knee deep in the filth of the drainage, and packed to suffocation. They are the resort of the rabble who are either unable to own or to reach a "durout" in the time of peril. Space and air in these dugonts are at a greater premium than in a New York elevated car at 6 o'clock in the evening. I may also note that impromptu prayer meetings are held in some of these holes of refuge by people who make sport of the thing the pert day Nature is certainly queenly to the Queen

City. If Northern brains and wealth or Western push, without the wealth, were to lay hold upon this naturally beautiful site of a city, the Queen would be transformed into a marvel of presentableness within a month. Architecture if there be such to compare with that of a tenth-rate city at the North, East, or West seems to have decreed to confine itself as closely as possible to the earth's surface, and it holds severely to a monotony of outline. For instance, one would never know there was an opera house" in the city by the least architectural suggestion, that institution being a warehouse with a big hall overhead. An indispensable adjunct to the entrance of all public buildings in the Territory is mud and tobacco juice. I wonder any delicately reared woman can train her nostrils to mount those stairs! The new United States Court House of the Queen's boast does not exhibit the taste of an Illinois country town a half century ago. It is simply a long brick building, with gable ends, with a classic pretension of an archway entrance. A boy brought up in Cincinnati, Baltimore, or Philadelphia, not to mention Chicago, New York, or Boston, would certainly take the new Court House for a stable. yet its reputed cost was \$20,000. Touching the residence portion among the well to do, the city does not make quite so much mock of its title There are signs of refinement and taste which

rie well with some of our suburban towns in the

vie well with some of our suburban towns in the East and West.

Husiness, of course, is marked by the farmers' market days, when vehicles of every description are backed against the board sidewalks of stores, that are for the most part dingy, greasy, disordered, jumbled up, and fumbled about. With the bare exception of half a dozen dry goods and furnishing stores, the art of store-keeping is loct, so far as the Queen is concerned. It has been remarked that the "saloon keepers are the only tradesmen up to times here." It is only just to add that the drug stores and one notion store are of modern appointment. Along with the disorier of many stores there is a certain musty nukemptness which plues for soap, whitewash, wallpaper, and paint. There is a decided harmony of relations between the rustic farmer and the unceremonions storekeepers.

decided harmony of relations between the rustic farmer and the uncertainnoist storekeepers one reared in civilization is why the street are not reared in civilization is why the street are not paved in a city of constantly world with sind and soil-pulverized droughty seasons, where the wind, like some ethereal constant takes up the dust, and for a white observed the present of the civil and the dust, and for a white observed where the dust, and the wind, like some ethereal constant is and the street of the civil and the dust, and for a white observed with the constant burden of complaint, is that the street allowed to feater, because the official want the expense of feeding criminals pt the constant burden of complaint, is that, laxes. A man has to any \$4 annually even who have to argue with his conscience was month to argue with his conscience was month to argue with his conscience was made and county officials, though our would have to argue with his conscience was made and only in the stress of an exigon a Politician only in the stress of an exigon a Politician only in the stress of an exigon a Politician only in the stress of an exigon a Politician only in the stress of an exigon a Politician only in the stress of an exigon a Politician only in the stress of an exigon a Politician only in the stress of an exigon a Politician only in the stress of an exigon a Politician only in the stress of an exigon a Politician on the stress of a politicial control of the city for three months to collect politics. For exigon is a ludicroup, for evidently he did not believe himself. I hardormed the official that before paying the tax should have time to look up the law on the subject for my per-onal axisfaction. He has not bothered me since.

The school and the street in this time for my per-onal axisfaction. He has not bothered me since.

The constitution of the street of the street of the political rivers and the political rivers in our street of the political rivers and political political rivers and political political

it is possible within the pales of semicivilization. Culture, I had nearly said
high-rate decency, is an unknown quantity
to those people. Carelessness about dress prevails. Where, in Chicago or New York even,
would one see the average business amounting
the warm season walking about town in his
shirt sleeves and with not even a waistcoat;
Where, again, would one find men driving out
of an evening in their shirt sleeves with their
wives and daughters, and with cigars in their
months? Indeed, the tendency of men and
women here, slithough the heat here is nothing
like as severe as it is at the North and East, is
to wear as little clothing as possible. Even decency, as it, seems to me, is sacrificed to
comfort. The popular house and streat dress
with a great many women who are respectable
is the Mother Hubbard. It is worn everywhere here by the women. Of course there are
some cultivated women who are more conventional in their dress, according to ideas prevailing elsewhere, but they are despathingly few.
This is one place under the sun where the colored woman and white woman slike are degraded. One may find both any day in bare
feet. I have seen both "dip snuff," and I have
seen both nearly as nude as possible or with a
fility thin drab garment exposing the figure
of which it seemed to be the sole covering.

In fact, both the Oklahoma and Indian Territories constitute the greatest missionary fledis
in Christendom. Christian women at the North
need to come down here with their open Bibles,
and a practicable, womanly refinement, and redeem their sisters, white, black, and red, from a
lamentable degradation. There is very little
being done to evangelize the people. One great
missionary society spends \$37,000 annually in
the religious elevation of the Indian and about
\$1,500 annually in the religious advancement
of the colored people. Out of the estimated
population of 170,000 (colored) in Oklahoma
Territory, it is soberly reckoned there is one
preacher to every ten persons. I have had so
many colo

THE SOUTHERN BAILWAY.

The New Company Shows a Handsome Surplus for Its Second Piscal Year, The annual report of the Southern Railway Company for the year ending June 30 last has just been issued. It shows:

Oross earn's: \$19,082,247 \$17,114,791 Inc. \$1,967,454 Expand taxes 13,451,448 12,962,854 Inc. 1,888,596 Nete'rn'gs \$5,685,799 \$5,051,937 Inc. \$578,867 Other income. 188,508 89,677 Inc. 98,881 Gross inc. \$5,819.807 \$5,141.514 Inc. \$877.893 Int.rent's &c. 5,262,289 4,245.870 Inc. 1,016,956 P. and I. bal. \$556.478 \$895.744 Dec. \$889,266 The amount standing to the credit of profit and loss as the result of two years' operation is \$1,452,223. The financial condition of the company is shown to be very strong. It has no floating debt and has had none since its organization. The excess of current assets over current liabilities at the close of the year was about \$1,000,000. The company has retired by cash payments during the year \$381,062 of equipment trust notes created by the old company and the receivers, and has made sinking fund payments on account of equipment bonds to the extent of \$172,025. At the close of the year the

total amount of equipment trust notes outstand-The company expended for new construction and improvements during the year \$758,842. consisting chiefly of real estate and terminal improvements at Norfolk. Pinner's Point, and Atlanta, and the new shops at Knozville, Tenn.: Atlanta, Ga., and Salisbury, N. C. The company also purchased new equipment to the amount of \$1,002,987, paying cash therefor. No equipment trusts have been created by the company since its organization. This equip-ment is all that the company will need for some ment is all that the company will need for some time to come, and no new contracts are being made. No new construction and improvements are now in progress except the Salisbury shops, which will be completed before Oct. 1. When these are finished, all the large needed improve-ments upon the line as contemplated after the reorganization of the old companies will have been substantially completed.

The expenses for the year, which were 70.49
per cent of the years sarnings, as compared

been substantially completed.

The expenses for the year, which were 70,49 per cent, of the gross earnings, as compared with 71,57 per cent, for the year previous, include many improvements to the physical condition of the property, which add to its value and to the economy of operation, but which have not been capitalized. Nearly 200 miles of new heavy steel rails have been placed in the tracks during the year, making in all over 500 miles laid within the last two years. Many wooden bridges and trestles have been removed with steel structures, and others filled with earth or stone, the expense of which has all been charged to operations.

One of the most striking features of the report is that only about 15 per cent, of the tonnare of the company is composed of agricultural products, less than 4 per cent, being cotton, while over 40 per cent, is received from mines and mining industries, and over 25 per cent, consists of the products of manufactories.

It is encouraging in connection with Southern industries to note that during the year, immediately contiguous to the lines of this company, \$4,000,000 have been expended in new cotton mills aiready finished, and that at the close of the year additional plants of this character to cost about \$2,500,000 were in process of conthe year additional plants of this character to cost about \$2,500,000 were in process of con-

struction.

The general balance sheet as of June 30 shows:

Assets. Cost of road	11,323,433 16,126,495 1,743,524	10,294,656 7,619,611 919,630	Inc. Inc. Inc.	Admoen. \$500 994 1,035,742 1,517,097 824,194 13,951 1,165,537
Total	\$254,507,679	\$274,941,421	Inc.	89,906,016
Liabilities	79,544,590 24,147,900 125,000 577,528 7,400 502,554 249,053	74,551,(00) 24,161,340 145,(00) 90+,580 38,515 465,339 571,464 445,314	Dec. Dec. Dec. Dec. Dec. Dec. Dec.	4,993,500 13,500 20,000 381,082 31,115 39,225 22,411 324,431

Totals \$384,897,679 \$274,941,421 Inc. \$9,806,256 Traction Engines to a Bucking Match.

Traction Engines in a Bucking Match.

From the Kansos City Times.

Leavenworth, Kan., Aug. 23.—A duel with traction engines occurred in Jefferson county, about six miles west of Tonganoxie. The result was that both engines were badly wrecked and one man fatally injured.

Last week Earhart, a farmer, went to see Peat, who owned a thrashing machine, and engaged him to come to his farm and do his thrashing. Peat promised to come on Monday. When Monday came Peat did not arrive. Earhart gut another machine. The second machine was owned by Brooks, but ne was not running it, nor was he with it. The men agreed to do the work, but could not reach Earhart's before Tuesday evening.

Just as the engine was steaming up the road to enter the farmyard gate Peat's machine came up from the other way. Both met at the gate, which is some distance from the house. There immeliately followed a dispute. Neither man would give way to allow the other to enter. They both then started up with the determination to enter despite any opposition. The engines were started and met at the gate. Neither machine was injured. Both backed away to get better room to enter, and the second time the start was made both engines attempted to make the entrance. By this time the men running them were thoroughly angry, and the throttles were opened wide. One engine reared on end and fell partly over the other, and both were complete wrecks.

A fireman named Stevens, who was on Peat's engine, was caught between the engine and wasensine was engine and wasensine.

plete wrecks.

A fireman named Stevens, who was on Peat's engine, was caught between the engine and water tank and injured so he cannot live.

MADE A MAN OF ME." CHICAGO, Dec. 23, 1895.

This is to certify (and I make this statement voluntarity and gladly) that one year ago I was a physical and meutal wreck, and had tost all hope of ever getting cured. Hearing of the celebrated specialist, Dr. H. H. Kane of 138 West 18th st. New York. I applied to him, and he has perfectly cured me and restored my power and manhood to a perfect condition. I had a varicoccie of eight years standing, which gave me much pain and discomfort, as well as destroying my powers, and that he cured without pain, cutting, or a day's confluement. I make this statement for the good of humanity, and in order that others who have been quacked and humburged may know where a safe and certain cure is to be found, and at but small expense. a physical and mental wreck, and had tost all hope of ever getting cured. Hearing of the celebrated specialist, Dr. H. H.

[Signed] ROBERT W. REED.

Free, Scaled and Without Marks,

Dr. H. H. Kane's remarkable Clinical Lectures on the Positive and Lasting Cure of Varioocelle, STRICTURE, HYDROCELE, INFLAMED BLADDER and ENLARGED PROSTATE GLAND, and LOST POWERS, WITHOUT PAIN, CUTTING, OR CONFINEMENT, Consultation Free. onsultation Free.
Hours, 10-12 A. M., 24 and 7-8 P. M. Sunday, 24.

LEFT ON STATEN ISLAND

MISSED THE MIDNIGHT BOAT.

A WARNING ORY FROM ONE WHO Min Vision of South Beach, His Flying Telp With "the Gang" on a Trolley Car, and Min Nightmare Voyage on a Beer Ferryboat Up to the Buttery.

TO THE EDITOR OF THE BUN-SIT! The man who writes this found himself gazing from the eminence of the car platform at the fast receding bulk of the midnight beat. The motor man had made a brave effort to reach the ferry in time, and had brought his only passenger through in a way that made him gasp for breath. In the time that had been snatched from the schedule a consultation was held as to what had better be done, and the stranger enlightened as to the ways and means of Staten Island after 12 M. This particular car, in seems, was on its way to South Beach, where there were hoters galore. Then, if the hotels did not suit the visitor, the return trip could be made to catch the next boat, which started

Visions of a room fronting the Atlantic the breeze from the ocean toring with the curtains at the windows, of an early rising and a dip, followed by a senside breakfast, danced before me. The gong sounded, the brake ratchet flav around, and I was on my way to the Eldorada

which fronts Quarantine.

The car shot through the deserted streets, making an uneventful but exhibarating journey to the terminus, where it drew up alongside the hetel. The optimistic part of my nature took flight. I looked out upon a waste of beer-stained tables across which sprawled the belated guests. I glanced up at the windows they beasted no curtains, but by instinct I saw a broken plate with brown and successful fir paper in every room. The echo of the crested wave that broke upon the beach called to me. The bay, at least, was clean and inviting, and the "one thirty" was better than this.

"I'll take you t'roo," said the motorman, "!"

I don't have too many stops for the gang."

While I was pondering over this last remark the gang made an onslaught on the car. The motorman framed his language in experence. In they came, redolent of beer, fabricafor seats, and shouting as they fell, for some had no ambition beyond the floor of the cawhere they served as footstools for their more temperate and intelligent brethren. Men-women, plain and colored, the rougher element interspersed with a sprinkling of a more respectable sort who had waited over, perha; from curiosity to see what the last car car ried. Their curiosity must have been gratified A young man with a low forehead and high collar, evidently dreading competition commenced before we were well started tharass the air with "Just tell them that yo saw'r me," but did not succeed in establishin, himself in popular favor. The crowd was not to be swayed by an appeal to their emotions this was South Beach, not Chicaro-and thirst hit of the evening was made by a color woman behind the vocalist. She snatched hat and laid it without ceremony on the atmosphere just outside of the car. As the ca was under fall headway, with the whole reserve force of the current in its veins, recovery was not to be thought of. The idea on started met with general approval, and it wo miles we left a trail of "gent's further large." The selvers of the habilitary. speciable sort who had waited over, perhara serve force of the current in its veins, reconvery was not to be thought of. The idea one started met with general approval, and for two miles we left a trail of "gent's furtishings." The seizure of the habiliments was not unattended with profests—and such profests but the objections only seemed to be lodged for the purpose of heightening the excitement, and so the merry war went on, until a collariess, hatless, and, in some instances, coatless crowd occupred the car.

The interest was intense while it lasted, but that form of amusement having a limit entail thereformer singer, who had evidently done some thinking, conceived the idea of relieving his feelings by walking from end to end of the car on too of the seats and the shoulders of his fellows. The road not being destitute of curves, there came a time when he less nis beliance and collarsed into the lasts of the colored women, who resented this as an insult from the "while trash" and belabored the unfortunate disciple of Blondin. We reached St. Georgiust in time to hear the sampliant pulled from the boat.

I was theroughly wide awake now, and I heard with a complacent sigh that there was another boat at 3. I alested to pass the balance of the time in such jovial company until the car reached Port Richmond and I was left alone with the crew. Here I learned a matter of purely local interest. The conductor valuatement of the information that the 3 o'cloca boat was the "beer boat."

"Noo: she has to be a pretty big boat that will take all them brewery wasons."

So the discovery was made—Staten Island prospers by beer and yet maintains her dignity. Secretly, and in the darkes hour of the twenty-four, a phantom craft with muffled paddle wheels bears her intoricated course from under the shadow of Grimes's Hill, lanen with the island's liquid source of revenue.

I looked on the harbor as the car mais to be a pretty big boat that the shadow of Grimes's Hill, lanen with the island's liquid source of revenue.

twenty-four, a pasntom craft with muffled poldidle wheels bears her intoxicated course from under the shadow of Grimes's Hill, laiden will the island's liquid source of revenue.

I looked on the harbor as the car mais its return journey and watched the boat beating down, and keeping well out in mid-stream, as if ashamed of the nocturnal mission that lay before it. Car and boat drew up aimed abreast at St. George, but I notived beforedexcending that the boat slunk past the landing and made its way down channel. The motorman's attention was called to the fact.

That's so, he said. 'I forgot to telel you the beer boat leaves from Clifton, and you'll have to walk there from Tompkinsville, for that's as far as I go.

The reader does not need to be told of the feelings that welled, up in my breast, Perhaps you were once a bridegroom, and took another train from that on which the bride wondered what had become of you; perhaps you are a free sterite was forgot to insert 'payande in gold in your rent contract; perhaps—but why pursue the painful memory.

The motorman must have seen the expression, for he turned and said, 'I'll put you readed as if if were traversing the Glant Causeway, but no giant in seven-learne book could have overtaken us, and Tompkinsville was reached with a surplus of twenty minutes in which to walk a mile and a half. Following the rails and the clothing, I reached cliftion in time to export the last brewery wason on board. The purser took my fare with a surpluing look, evidently regarding a passenger unar companied by a consumment of beer on his own a soount as a suspicious personage likely to disclose the secret of the island.

If this warning reach the eyes of any man who does not like beer, let him beware of the beer boat. The boat recked of beer, the dirivers asleep on the upper deck exhaled it, and its aroma arose in clouds from the cases below. Not until the boat cleared the dock was it possible to imagine there was non intoxicating air outside. When the boat poked her ness into her slip at

TOOK 37 INSTEAD OF 29. Lobster Bill Mixed the Medicine Un. But a

Boeter Pulled Him Through. Anna Belle Johnson Taylor, a soft-shell crab render, well known in the Tenderloin, went to the West Thirtieth street station a day or two

ago in a state of mind. "What's the trouble, Aunty ?" inquired Action Capt. McDermott, who was at the desk.
"Torrible orful!" exclaimed the colored was man. "So dreadful torrible, Capt'n, I liked ter

died. You know my husban', 'Lobster Bill Well, sah, he scart me most to def. au' I 'clara ter all dats good Ise der frightenedest woman

is dis hyer town."
"What did he do?" asked the police official. "Do? Why, he took 37 instead of 29, an' den he hollered worse'n a steamboat whistle. He jest biled over dat 'ere kitchen floor an kant's rubbing his stomach like he done gone out his common senses. Dat's what Bill dider tenements from all ob der houses on block came 'round to see what der distinction were about. Den we got a doctor, an in-

came 'round all right. "Afterward he sot in der rocker-hair, pale'na ghost, an' I sez. 'Bill, how did it come? He tole me an' Sis Nelson dat he law when he aughten or took it, as he wanted when he cughten er took it. as he want?
20, an' Sis an' me laughed like wel ave
fits. So Bill throwed a hammer at a can'a blate an a saucepan, an' he is in
chases us into der bedroom wif der
knife. Dat's where I frightenes a sauce
he's not goln' ter low me in der keeper
an' I wants a officer as ken quirt
"Let me understand this,"
The trouble hegan by Bill taking
29. Was he playing poke or she der
"Lawsy goodbess, not des from der patient medicine back
from der patient medicine back
der, opposition rescription of rese

from der patent medicine blox der opposition rescription of respectation of the state of the sta